

Consultation on Lower Queen Street (Northcote Point) Speed Calming Measures

Your feedback



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1. Introduction

During October and November 2016, Auckland Transport (AT) asked for your feedback on options for speed calming measures along lower Queen Street, Northcote Point.

Speed calming measures are designed to slow vehicular traffic, making the route easier and safer for those who walk or cycle. This project is designed to provide the community with better transport options and encourage more people to walk and cycle.

1.1 Project background

AT is proposing speed calming measures along lower Queen Street, Northcote Point as part of the larger Northcote Safe Cycle Route (NSCR). The NSCR is a 5.2km-long series of improvements for pedestrians and people on bikes from the Taharoto Road/Northcote Road intersection (near Smales Farm) to Northcote Point Ferry Terminal.

There are currently no dedicated cycling facilities along this route, which services many attractions that could be accessed by bike, such as schools, businesses and public transport interchanges.



Figure 1 Map depicting the Northcote Safe Cycle Route (NSCR)

Since the NSCR project began in 2014, community consultation has played a role in shaping the design options. Feedback received during the 2014 consultation resulted

in AT changing the original cycleway designs for the lower Queen Street section to replace the cycle lanes with speed calming measures.

Revised designs, which also included changes to on-street parking, were released in 2015. Following the release of these designs, AT received concerns from some residents.

As a result of this community feedback, AT developed speed calming options to create a safer cycling and pedestrian environment on lower Queen Street.

The consultation during October and November 2016 sought feedback on three options for speed calming measures to help AT select the best designs for implementation.

1.2 Purpose of this report

This report summarises the feedback from this latest consultation. AT will consider this feedback to finalise the design for this section of the NSCR.

2. Methodology

2.1 Promotion of consultation

Public consultation on three alternative speed calming measures was undertaken from 17 October to 20 November 2016. AT promoted the consultation using the following methods:

- Hard copy letters and feedback forms were distributed to 601 directly affected residents on lower Queen Street, Northcote
- Information and online feedback forms were made available on the AT webpage: <https://at.govt.nz/projects-roadworks/northcote-safe-cycle-route/>
- Two public information sessions were held at the Northcote Library - on 26 October and 30 October 2016

3. Project rationale

The purpose of this project is to create a safe environment for people on bikes, and to encourage others to cycle and walk when making local trips. Creating a slower speed environment will also create a safer and more enjoyable environment for other vulnerable road users such as children.

Speed surveys show that the average vehicle speed along this section of lower Queen Street is 51km/h. A safer speed for people on bikes and motor vehicles to share the road is considered to be 30km/h or lower.

At faster than 30km/h, the risk of a fatality from a vehicle collision with a pedestrian or cyclist increases sharply. At a speed of 30km/h the probability of a fatality in a crash is around 15%; at 50km/h the probability of a fatality increases to over 80%.

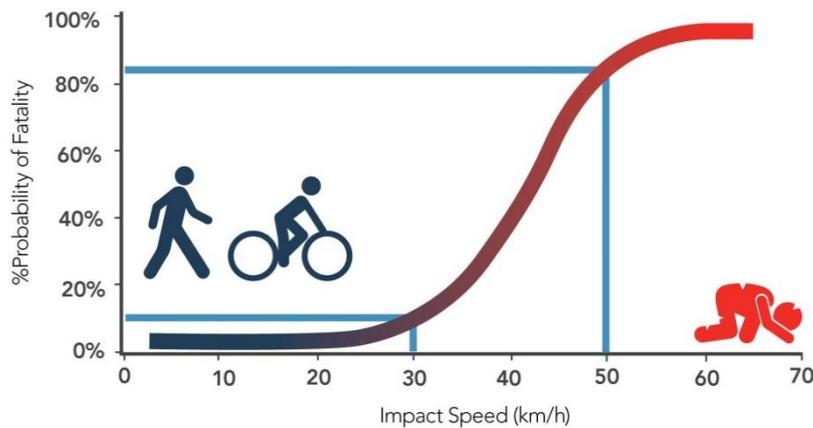


Figure 2 Graphic showing the impact of vehicular speed on probability of pedestrian fatality

In this area, physical measures to reduce traffic speed are preferred as they are self-enforcing (i.e. do not require constant police enforcement to be effective). We consider that the proposed speed calming measures are likely to reduce speeds to a safer level.

4. Locations of speed calming measures

AT identified eight locations within the project area as appropriate for speed calming measures. These locations have been grouped into two categories:

1. Locations 1 and 8, known as 'gateways'. These treatments aim to create a 'gateway' to the area, signalling to motorists that they are entering a lower speed environment.
2. Locations 2 to 7. These treatments aim to create a slower speed environment where people on bikes can safely share the road with vehicles.

These locations are depicted on the map below.

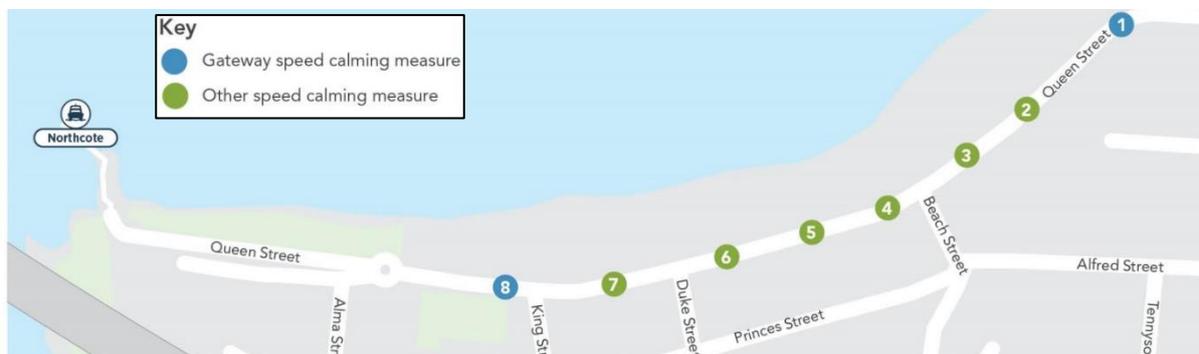


Figure 3 Locations for speed calming measures along lower Queen Street, Northcote Point

In total, AT presented three options to the public - two options for the 'gateway' locations and three for the other locations. These are listed below:

Options for speed calming measures in locations 1 and 8:

Option 1: Two traffic lanes with two speed cushions

Option 2: One traffic lane with one speed cushion.

Options for speed calming measures in locations 2 to 7:

Option 1: Two traffic lanes with two speed cushions

Option 2: One traffic lane with one speed cushion

Option 3: One traffic lane with no speed cushion.

Each of the three options includes separated cycle bypasses, planted islands and the removal of one or two car parking spaces. Additional details of these three options are given in Appendix 1 of this report.

Overall 12 car parking spaces will need to be removed, but they will be offset by the creation of new car parking spaces in Rodney Road.

5. Feedback form

The feedback form was divided into two sections - feedback on options for locations 1 and 8, and feedback on options for locations 2 to 7.

Each section requested respondents to rate their level of support and provide any other comments about the proposal.

Despite the format of the feedback form, many respondents provided the same comments in different sections of the form. This resulted in a number of respondents expressing a general opinion rather than specifically evaluating the alternatives.

Most respondents provided greater feedback on options relating to locations 1 and 8 than locations 2 and 7. Some respondents indicated they thought the 'gateways' were more important than the other locations which may explain this difference. However, it may be that respondents provided feedback on Option 1 or Option 2 in the first part of the feedback form which related to locations 1 and 8 and did not deem it necessary to repeat these comments in relation to locations 2 and 7.

A copy of the feedback form is provided in Appendix 2.

6. Outcomes

Based on feedback, AT will develop Option 1 (two traffic lanes and two speed cushions) for all locations.

6.1 Respondents

- AT received 169 responses - 57 online and 112 in hard copy
- Approximately 35% of respondents either lived in or owned a property within or near the project area
- Approximately 56% of respondents frequently use the road for driving, cycling or walking.
- Approximately 51% of respondents either cycled regularly or occasionally.

6.2 Sentiments

Overall, the feedback from this consultation indicates:

- Option 1 was the preferred option in both locations
- All options received more opposition than support
- Respondents had strong views on the introduction of speed calming measures, the need for the project and the effectiveness of the proposed options.

For locations 1 and 8:

- 31% of respondents supported or strongly supported Option 1
- 53% of respondents opposed or strongly opposed Option 1
- Option 1 had 16% more support and strong support than Option 2
- Option 1 had 20% less opposition and strong opposition than Option 2.

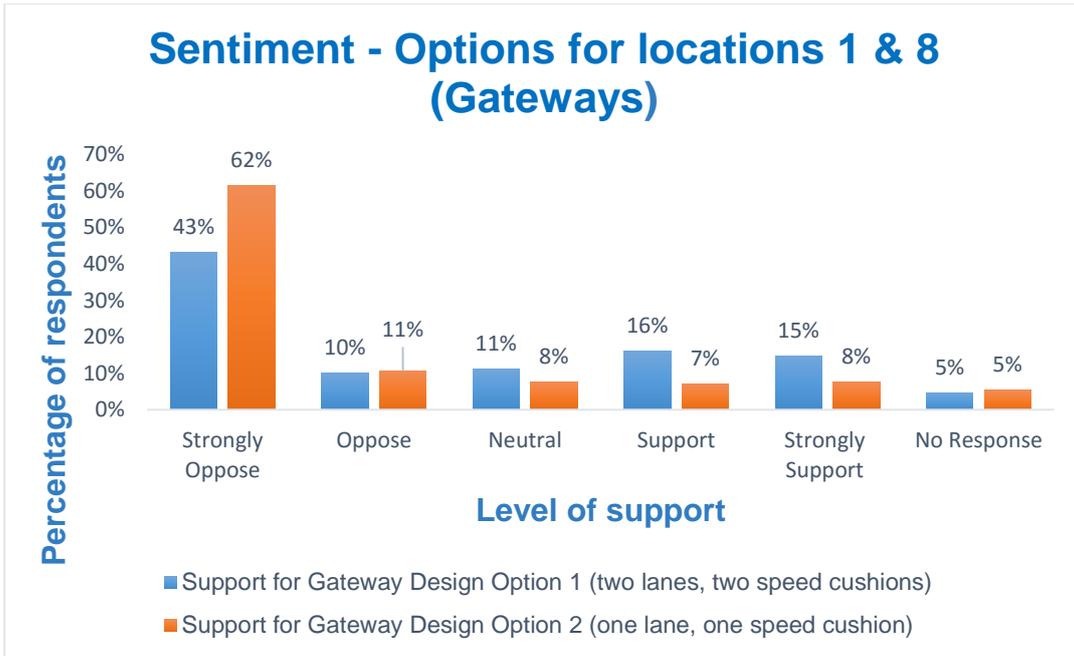


Figure 4 Options for locations 1 and 8 – general sentiment

For locations 2 to 7:

- 26% of respondents supported or strongly supported Option 1
- 59% of respondents opposed or strongly opposed Option 1
- Option 1 had 16% more support and strong support than Option 2 and 17% more support and strong support than Option 3
- Option 1 had 10 % less opposition and strong opposition than Option 2 and 10% less opposition and strong opposition than Option 3.

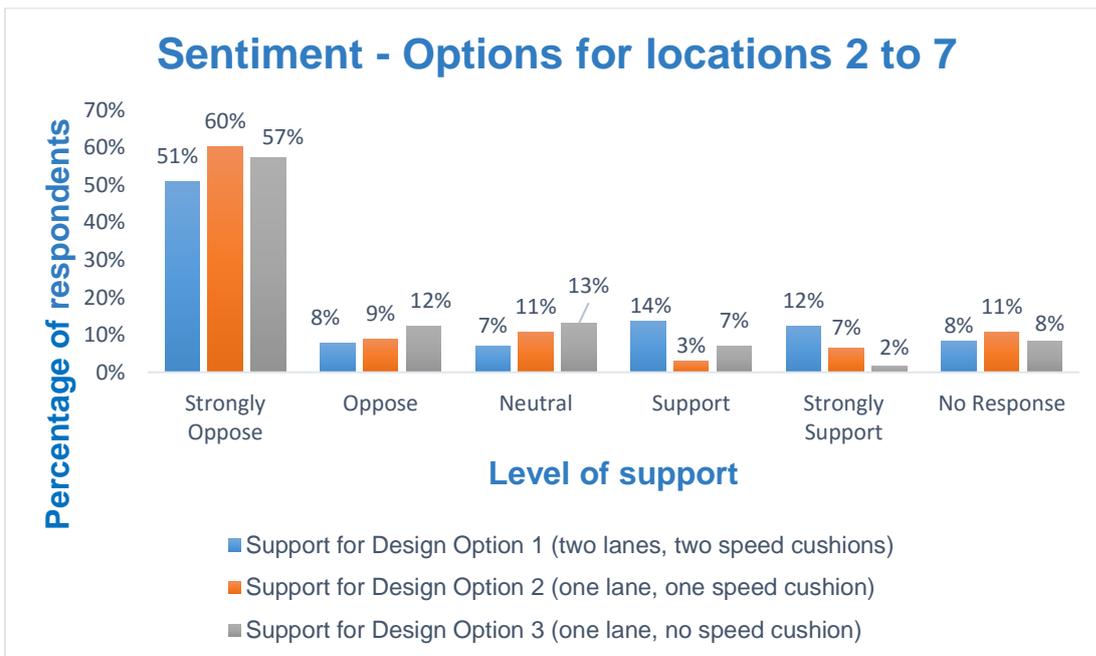


Figure 5 Options for locations 2 to 7 – general sentiment

6.3 General feedback

A large proportion of comments indicated general support or opposition to all of the options or to aspects common to more than one option.

The most common themes raised were:

- Safety of design
- Necessity of proposed measures
- Effectiveness of proposed measures
- Impact on residents/businesses (removal of parking, noise etc.)
- Effectiveness of speed cushions versus speed limits
- Car parking.

Positive feedback related to:

- Enhanced safety
- Encouraging more people to cycle and walk.

Concerns raised related to:

- General opposition
- Necessity of the speed calming measures
- Effectiveness of the speed calming measures in terms of reducing speed and improving safety
- Preference for previous design options offering greater cycling facilities
- Loss of car parking
- Inclusion of car parking for residents at the expense of other communal facilities
- Environmental impacts of speed cushions (exhaust emissions, damage to vehicles, and noise).

6.4 Option 1 – Two lanes, two speed cushions

Much of the feedback in relation to this option was the same across locations 1 and 8 and locations 2 to 7, although respondents generally thought location 1 and 8 were more important than locations 2 to 7.

Respondents who supported this option cited the importance of two lanes for safety and traffic flow. Some respondents indicated that they preferred Option 1 but do not think that the speed cushions are necessary.

Comments included:

- *“I think that it is possibly the safest.”*

- *“[two lanes prevents] potentially impatient drivers weaving in front of cyclists to give way to others quickly”*
- *“Dual carriage is important on this road as it is a high volume road.”*
- *“You definitely need two-way on Queen St all the way down otherwise it will create further congestion”*
- *“Low speed cushions will slow traffic”*
- *“Would prefer 2 lanes no speed cushions”.*

Respondents who did not support this option expressed concern that the design would not improve safety for pedestrians or those who cycle. A couple of respondents expressed specific concern regarding the proximity of location 1 to the blind bend.

Comments included:

- *“There is no need for the measure, and gateway 1 is on a blind bend. If anything this would be the road less safe.”*
- *“This option will not result in sufficient speed reductions.”*
- *“Design will not meaningfully increase safety or comfort of cyclists.”*
- *“Traffic calming does not make a safe cycling space - cyclists remain at risk from doors opening and do not have a protected area to ride in”.*

6.5 Option 2 – One lane, one speed cushion

Respondents who supported this option cited increased safety for those who walk and cycle and effectiveness of the design.

Comments included:

- *“This is the safest and most user friendly cycle path solution.”*
- *“Will maintain a safer environment for both cycle traffic and pedestrians.”*
- *“This would seem to be the most effective way of slowing traffic.”*
- *“Looks good too. Will certainly slow traffic.”*

Respondents who did support this option did so because they disliked the reduction of one traffic lane or did not support the inclusion of speed cushions. Respondents also expressed concern that the design would not improve safety, result in noise and emissions and will negatively impact traffic flow.

Comments included:

- *“I strongly oppose more restrictions, including reducing to one lane (crazy).”*
- *“Princes St will become the "Rat Run" in what is virtually a one-way street.”*
- *“[one way] would be a disaster.”*
- *“Too many give-ways may cause accidents.”*
- *“Far too restrictive and will make traffic flow bad and build up lines of cars. This will cause impatience and risk”*

- *“Reducing to one lane will cause major traffic jams which will contribute to possibly more accidents.”*
- *“Bringing cars on collision course is a bad idea. The seemingly needless stop will just add to driver frustration, and occasionally will provoke very aggressive driving.”*
- *“The narrowing of the roadway in options 2-3 will cause vehicles to veer left on approach to the restricted passage (to avoid oncoming vehicles in the middle of the roadway) which is exactly the place that cyclists will be traveling.”*
- *“Drivers often “put their foot down” to take off from a single lane, therefore increasing the noise.”*
- *“This will slow traffic - which is good, but also jam traffic. You all know this. One-way won’t work.”*
- *“Cars pulling up to give way to opposing vehicles would stop in the edge lane (without warning) cyclists capable of 30km /hr would not pull up in time.”*

6.6 Option 3 – One lane, no speed cushion

There was minimal support expressed for this option. Support related to the absence of a speed cushion and one lane being sufficient.

Opposition was largely from respondents concerned that one lane would not sufficiently reduce vehicular speed and from those generally against the removal of a traffic lane – this feedback was therefore similar to that received for both Option 2 and Option 3.

Comments included:

- *“This design also could allow dangerous driving to race oncoming traffic through.”*
- *“Will not reduce speed in this area.”*
- *“The same problem as Option 2, but without actually slowing the cars down.”*
- *“I worry that people will drive too fast through the islands.”*
- *“Single lane is unnecessary.”*
- *“The one lane is going to create the same impatience whether it has a speed cushion or not.”*

6.7 Suggestions

Suggestions received included reducing the speed limit, physically separating vehicles and people on bikes, returning to the original 2014 designs for the cycleway and improving pedestrian safety near the Bridgeway Cinema.

Comments included:

- *“Just reduce speed limit to 40kms on the street and install a speed camera if you want to ensure drivers stick to the limit.”*

- *“I think this is a regressive step compared to the original plan for the street, which had dedicated cycle lanes separated from traffic.”*
- *“It would help immensely if residents affected were given resident parking permits (2 per household) & some resident only parking was provided.”*
- *“How about you put lights at the crossing near Bridgeway so idiots won't keep crossing on the blind corner.”*
- *“There needs to be a raised part of the road in front of the Bridgeway theatre to ensure pedestrians are safely able to cross. Lines painted on the road to alert drivers to people crossing...Council needs to provide upkeep for the gardens as the trees on Queen St are already neglected and untidy.”*
- *“I think just gateway 1 and 8 should be implemented otherwise nothing at all”*
- *“An alternative of building bi-directional protected cycleway on one side of queen street, angle parking and traffic calming keeps # of parking spaces for locals and creates a safe environment for timid (ordinary) cyclists”.*
- *“...cushions to go across the road and not along.”*
- *“Recommend consideration of additional speed calming between 21 and 33 located nearer 21. two reasons: cars tend to speed through the roundabout at 21 going to and from the wharf: this section of road ab[ro]uts the Jean Sampson Reserve where lots of children play”.*

6.8 Other comments

Other general comments related to project drivers, in particular questioning the need for the project and the connection to the SkyPath project.

Comments included:

- *“The road safety statistics for this section of road indicates no incidents for a long period of time.”*
- *“The problem for bicycles isn't cars speeding - it's cars not giving them space, or cars overlooking them because they don't know to look for cyclists.”*
- *“If I have to choose I strongly support 2 lanes, 2 speed cushions. Would prefer 2 lanes no speed cushions.”*
- *“As the main cycling route to major public transport connections such as the Northcote Ferry Terminal and SkyPath, this is a key piece of cycling infrastructure and I think it's crucial that it's treated that way.”*
- *“This level of strong support is only by comparison to Option 2. My preference is for no speed calming between Stafford Rd, at least until completion and operation of SkyPath, when the need for some calming measures should be reviewed.”*
- *“These are dangerous options due to lack of visibility, adding trees etc. will affect ability to see children, cyclists & vehicles most people/residents of Queen St reverse out of our driveways.”*
- *“The option of a separated cycleway has been discounted too quickly in the face of opposition of a few residents in the immediate area.”*
- *“Even better would be separate cycle lanes, like you're doing for the rest of the cycle route.”*

- *“The loss of parking is not a big deal for the street as the residents say. I live on a street which has parking on one side only, and residents make do perfectly fine!”*

6.9 Bike Auckland and Bike Kaipātiki feedback

The Bike Auckland submission to AT on the proposed speed calming measures for lower Queen Street represented 400 individual submissions and one collective submission on behalf of the 250 members of Bike Devonport.

Their submission presented a summary of their key concerns as follows:

- The design is unsuitable for the “interested but concerned” group of potential bicyclists, including children.
- There are 7229 school students within 1km of the NSCR, demonstrating both a huge potential for uptake and a great responsibility on AT to cater for vulnerable road users.
- The design is unsuitable for the high number of bicyclists expected once Skypath is opened, with Queen St likely becoming one of the more popular route in Auckland.
- The design does not adequately connect with the Northcote Point ferry terminal.
- Concern that AT is placing higher value on residential on street parking than bicyclist safety, despite over 90% of houses along the route having off street parking.
- Risk that rate payer money will be wasted, as the design proposed by AT will inevitably require replacement with higher quality facilities to cater for what will likely be one of the busier cycle routes in Auckland.
- Multiple submitters stated that they would feel unsafe riding with traffic and would be more inclined to drive to Northcote Point to ride SkyPath.

Bike Auckland/Bike Kaipātiki also provided an analysis of the submissions as follows:

- Almost all submissions showed specific concern that the proposed design was perceived to be unsafe, with 65% specifically requesting physically separated cycle lanes.
- 61% of submissions called for AT to reassess the design in light of the recent Environment Court ruling on SkyPath, with a view that the design was at odds with the number of expected bicyclists.

- 40% of submissions specifically stated that the design would not be suitable for children and families, and the “interested but concerned” group of people who would like to ride their bike more often.
- 30% of submissions identified the need to improve the design to better integrate with the ferry terminal at Northcote Point.
- 17% raised specific concerns that AT are valuing on-street parking for residential use higher than the safety of people on bikes, particularly given that over 90% of the houses on the section of Queens St have off street parking available. Many communicated a belief that AT are a reneging on its stated principles: "On-street parking is only permitted when there is not an activity of greater priority that requires use of the space. As such the proposed walking and cycling facilities take priority over the use of these spaces for parking".
- 11% of submissions called for AT to be brave and show leadership. Of these submissions many showed an appreciation that reallocating road space from cars to people on bikes is often challenging and can be subject to strong opposition.
- Some submitters expressed concern about “riding in the dooring zone”.
- Some submitters stated that they would not feel safe sharing the road with cars in order to get to SkyPath, and instead would drive there with their bicycles.

AT summary of submissions

AT analysis of all individual submissions to Bike Auckland/ Bike Kaipātiki provides the following results, presented according to common themes arising from submitter comments:

Design - general comments (including should encourage cycling, too watered down, use the design proposed in 2014, rethink the design) – **57 mentions**

Design - comments on speed calming – **13 mentions**

Support separated cycle ways – **188 mentions**

Loss of parking - residential parking should not have higher value than bicyclist safety – **72 mentions**

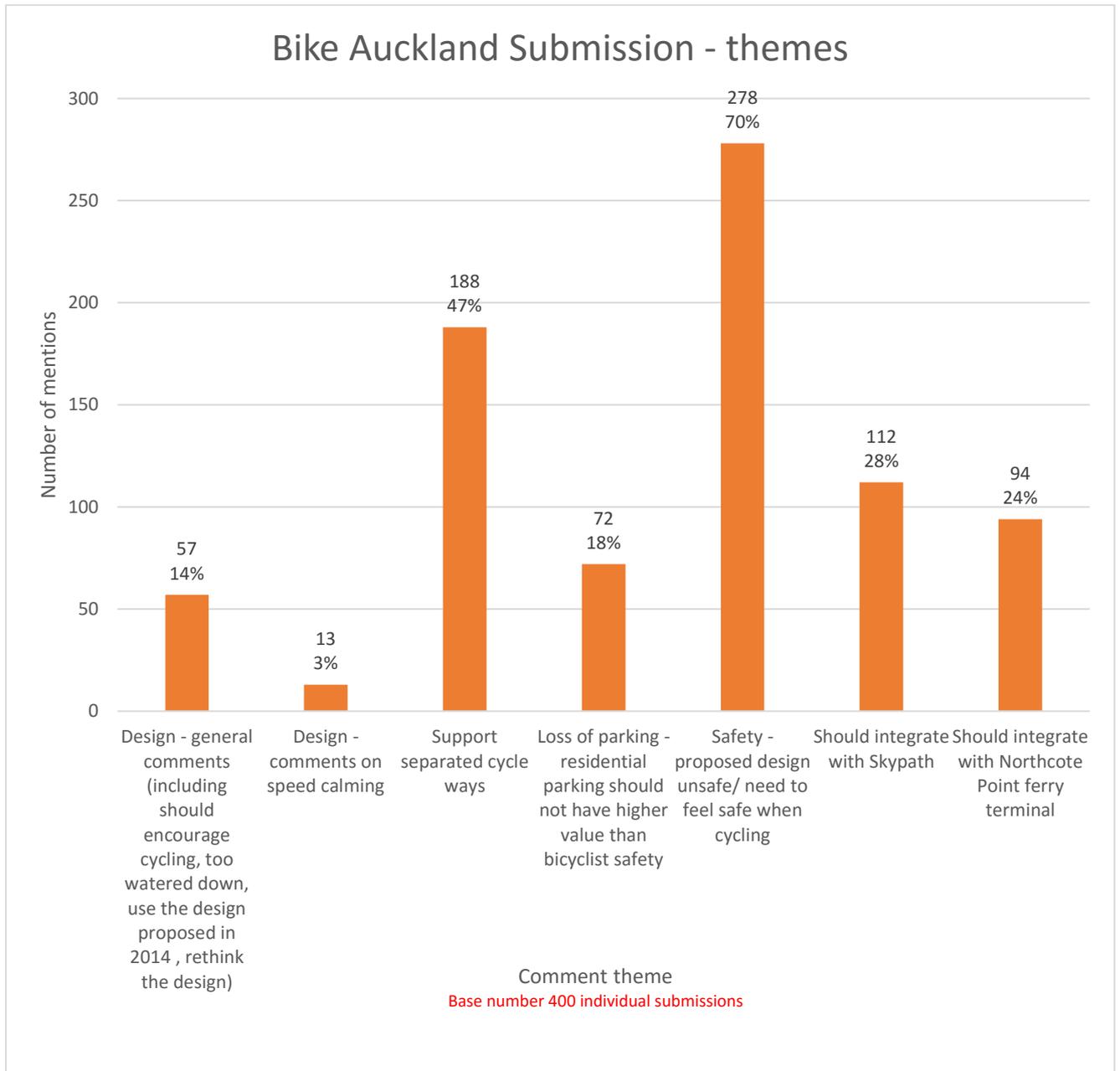
Safety - proposed design unsafe/ need to feel safe when cycling – **278 mentions**

Should integrate with SkyPath – **112 mentions**

Should integrate with Northcote Point ferry terminal – **94 mentions**

Conditional preference for Option 2 – **29 mentions** (eg. “Should AT choose to ignore these concerns and stick with this substandard design, then I request Option 2 is implemented, with treatments spaced no further than 70m apart, and extra traffic@

calming measures on side roads especially the excessively wide King St intersection.”)



7. Themes and AT responses

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
1	Improvements to safety (general)	Safety	<p><i>"This is the safest and most user friendly cycle path solution." [Option 1]</i></p> <p><i>"My experience learns me that people get used to this kind of traffic calming devices very quickly, and drive just as fast as before."</i></p>	We have designed and spaced the speed calming devices to reduce the speed at which vehicles can be driven.
2	Improvements to safety (cyclists)	Safety	<p><i>"I think that it is possibly the safest." [Option 1]</i></p> <p><i>"Protects cyclists." [Option 2]</i></p>	Thank you for your comments. The goal is to create a safer environment for people on bikes of varying confidence levels, including those who haven't considered cycling before because of a lack of cycling facilities.
3	Improvements to safety (pedestrians)	Safety	<p><i>"Will maintain a safer environment for both cycle traffic and pedestrians." [Option 2]</i></p>	
4	Proposed design will not improve safety (cyclists)	Safety	<p><i>"This is a seriously flawed approach to both traffic calming and cycle safety – cyclists will experience higher risk of accident with these options compared to the existing wider passageway."</i></p> <p><i>"This design will be ineffective to improve both perceived and actual safety for cyclists on this busy section of road."</i></p> <p><i>"This design will be ineffective at improving both actual and perceived safety for vulnerable cyclists on this busy section of Queen street."</i></p>	<p>Speed surveys have shown that the average speed along this stretch of road is 51km/h. Effective speed calming measures here will decrease the speed to around 30-35km/h, which is safer and the risk of serious injury or fatality from a vehicle collision with a pedestrian or cyclist increases sharply.</p> <p>At a speed of 30km/h, the probability of a fatality in a crash is around 15 percent; at 50km/h, the probability of a fatality increases to over 80 percent. For further information, please visit our project webpage.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>"This option will not result in sufficient traffic calming for "safe" route that will be very popular with cyclists after the SkyPath is built."</i></p> <p><i>"Cars pulling up to give way to opposing vehicles would stop in the edge lane (without warning) cyclists capable of 30km/hr would not pull up in time." [Option 3]</i></p>	<p>In addition, the cycle bypasses will improve safety for people on bikes, as there will be separation of general traffic and people on bikes when going through the speed calming devices.</p>
5	Proposed design will not improve safety (pedestrians)	Safety	<p><i>"The walking and cycling improvements along the route will not improve the safety of pedestrians..."</i></p>	<p>Pedestrians can continue to use the existing footpath, which will not be affected by the proposed designs.</p>
6	Proposed design will not improve safety (motorists)	Safety	<p><i>"There is no need for the measure, and gateway 1 is on a blind bend. If anything this would be the road less safe."</i></p> <p><i>"Reducing to one lane will cause major traffic jams which will contribute to possibly more accidents."</i></p> <p><i>"This design also could open up for dangerous driving to race oncoming traffic through." [Option 3]</i></p>	<p>We are installing speed calming devices to create a lower speed environment; where these are being installed the road will only be narrowed slightly. The road will still be wide enough for cars to safely and comfortably traverse, only at a slower pace.</p> <p>Lower traffic speeds will increase safety for people on bikes, as the average travelling speed for both cars and cyclists will be in a similar range. This, will decrease the probability of serious injury or fatality if a collision occurs.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
7	Road is currently safe enough	Safety	<p><i>"At quiet times (most of the day), traffic calming is not required as per the AT sponsored, Bike Auckland produced, Auckland cycling routes that state Queen Street is a 'Route on Quieter roads, recommended by cyclists'."</i></p> <p><i>"Not at all necessary. Traffic volumes minimal as indicated by traffic surveys in the neighbourhood on the surrounding streets."</i></p> <p><i>"Average speed lowest along the entire NZCR. Accident rate nil involving cyclists according to the NZTA database. Route is already declared safe by AT's advisors whereby they claim "roads on the maps have been ridden by a team of experienced cyclists and graded in terms of safety and whether it is a quiet or busy route", which incidentally AT paid consultancy money for."</i></p> <p><i>"Not necessary given the volume of traffic, volume of cyclists, and number of accidents on this stretch of road."</i></p> <p><i>"I cycle here more than anyone, along with my children and I could not think of a safer area to cycle."</i></p>	<p>Speed surveys have shown that the average speed along this stretch of road is 51km/h. Effective speed calming measures here will decrease the speed to around 30-35km/h, which is safer and the risk of serious injury or fatality from a vehicle collision with a pedestrian or cyclist increases sharply.</p> <p>At a speed of 30km/h, the probability of a fatality in a crash is around 15 percent; at 50km/h, the probability of a fatality increases to over 80 percent. For further information, please visit our project webpage.</p> <p>In previous AT consultations, the community rejected dedicated cycling lanes because of concerns about loss of parking. Consequently, the available road space needs to accommodate both general traffic and people on bikes. In order to do this, speeds need to be lowered.</p> <p>As Auckland is growing and changing we want to improve our city for people on bikes. Our roads are becoming increasingly congested, and in many areas building and widening roads is no longer a feasible or cost-effective option. To keep Auckland moving we need to give people more transport choices, which means</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>“Doesn't matter anyway because AT will do it regardless of the facts that on the portion of Queen Street being consulted on - traffic volumes very low, around 1/10th of what would be tolerable on a 'local road' as defined by AT - heavy vehicle movements extremely low - speed already the lowest along the entire NSCR - yes I do still have the original consultation facts and figures - NZTA crash data shows no cycle crashes - the cycle lobby have already rated this as safe and it appears as such on the AT website.”</i></p>	<p>using the space we have available carefully. 60% of Aucklanders told us they would cycle, or cycle more, if they felt safer.</p> <p>AT wants to develop convenient, safe and attractive transport routes for walkers, cyclists and drivers. This will encourage more people to cycle or walk to the shops, school, or the train station, or simply for fun and exercise. Better facilities also help reduce dependence on private cars by making it easier to use public transport, walk, run or cycle. Cycling helps keep people fit and active, and helps improve air quality, and research indicates that people on bikes generally stop more at shops and spend more over time than people in cars.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>"These measures are not needed. The footpaths [on lower Queen Street] are wide enough to accommodate cyclists."</i></p>	<p>Footpaths are for pedestrian use, not for people on bikes. The option of turning them into shared paths on lower Queen Street was discounted due to the large amount of obstacles that would make cycling hazardous.</p>
8	Road is currently unsafe	Safety	<p><i>"I know it is the first concrete road but really it is ugly and dangerous too. Cyclists are prone to fall off very easily."</i></p>	<p>We understand concerns about cyclist safety, however, the road is wide enough for people on bikes not to have to ride on the concrete portion in the middle of the road.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>“Currently, cycling along this section is dangerous as cars often travel too fast (over the speed limit) and pass aggressively without leaving much room (despite often having ample room to pass safely).”</i></p>	<p>Speed surveys have shown that the average speed along this stretch of road is 51km/h. Effective speed calming measures here will decrease the speed to around 30-35km/h, which is safer and the risk of serious injury or fatality from a vehicle collision with a pedestrian or cyclist increases sharply.</p> <p>At a speed of 30km/h, the probability of a fatality in a crash is around 15 percent; at 50km/h, the probability of a fatality increases to over 80 percent.</p> <p>For this reason, we have proposed speed calming treatments to reduce average speeds and improve safety for people on bikes. The changes will also make the road more appealing for people thinking about using a bike.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
9	General/other safety concerns	Safety	<p><i>"Traffic calming does not make a safe cycling space - cyclists remain at risk from doors opening and do not have a protected area to ride in."</i></p> <p><i>"The problem for bicycles isn't cars speeding - it's cars not giving them space, or cars overlooking them because they don't know to look for cyclists."</i></p> <p><i>"Don't like the fact that no give-way rules apply. Concerned about volume of traffic needed to pass through barriers..."</i></p>	<p>We acknowledge the safety concerns raised about this road, which is one of the main reasons for this project. Our aim is to improve safety by creating a lower speed environment.</p> <p>The road along lower Queen Street is quite wide, so people on bikes are not expected to ride too close to parked cars. 'Dooring' is not expected to be a significant hazard.</p> <p>Both AT and the NZ Transport Agency carry out education campaigns to promote cycling and encourage considerate behaviour between people walking, cycling and in cars.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>"These are dangerous options due to lack of visibility, adding trees etc., will affect ability to see children, cyclists & vehicles most people/residents of Queen St reverse out of our driveways."</i></p> <p><i>"I have concerns that people come quickly around the corner at the Bridgeway and you need to give warning about speed restrictions and lane reduction."</i></p>	<p>Our plans have been designed to ensure that speed calming devices meet visibility and safety requirements. This includes visibility leading up to speed calming devices, and at the devices themselves.</p>
			<p><i>"How about you put lights at the crossing near Bridgeway so idiots won't keep crossing on the blind corner. speed calming won't keep me & my kids safe."</i></p>	<p>Since traffic volumes in this location are relatively low, a signalised intersection is not warranted at this time.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
10	Road Design - Lane options	Design	<p><i>" [Two lanes prevents] potentially impatient drivers weaving in front of cyclists to give way to others quickly."</i></p> <p><i>"[Two lanes] is a sensible accommodation of speed limiting and not completely brassing off those that live on the point which a single way would do."</i></p> <p><i>"A gateway and two speed cushions would slow traffic and not cause congestion."</i></p> <p><i>"Recommend consideration of additional speed calming between 21 and 33 located nearer 21. two reasons: cars tend to speed through the roundabout at 21 going to and from the wharf: this section of road abuts the Jean Sampson Reserve where lots of children play."</i></p>	<p>Speed calming treatments have to be spaced at reasonable intervals (according to guidelines, 70m-90m apart) to achieve the desired speed calming result, without unnecessarily hindering the flow of traffic.</p> <p>The proposed speed calming devices have physically separated bypasses, enabling cars and people on bikes to pass through separately and not on the same part of the road.</p> <p>Not having a speed cushion (Option 3) would not be as effective at speed calming (compared to Options 1 and 2), meaning speed monitoring would have to be carried out, and possibly changes made to the design at a later stage.</p> <p>The narrowed roadway would also have meant travellers would have had to negotiate entry to the device.</p> <p>We have decided to go ahead with Option 1, which is also the option most favoured by affected residents.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>“Princes St will become the ‘rat run’ in what is virtually a one-way street.”</i></p> <p><i>“Totally impractical for the level of traffic using this road. Will force traffic down side streets to avoid congestion.”</i></p>	<p>Traffic volumes on lower Queen Street are relatively low, with congestion only occurring further up the road at peak times. We do not expect the speed calming devices to add to congestion, or force cars down side streets.</p>
			<p><i>“Due to the width of the footpaths both pedestrians and cyclists could be accommodated so would question line separation is all that is required.”</i></p>	<p>A shared path was discounted due to the large number of obstructions on the existing path, including things like trees, power poles and other utility services.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>“Bit narrow for buses and a big bus would have difficulty.”</i></p>	<p>Quieter residential streets like this have to be prioritised for general traffic and people on bikes, over trucks and buses which use this street at a much lower frequency. However, there will still be trucks and buses using the road, and they will also have to navigate the speed calming treatments at lower speeds.</p>
			<p><i>“My concern is that #1 is too close to the corner and the Bridgeway. It needs to be before the crossing so cars can slow down before they get to the Bridgeway.”</i></p>	<p>Our plans have been designed to ensure that speed calming devices meet visibility and safety requirements. This includes visibility leading up to speed calming devices, and at the devices themselves.</p>
11	Speed calming measures (general)	Speed Calming Measures	<p><i>“My experience tells me that people get used to this kind of traffic calming devices very quickly, and drive just as fast as before.”</i></p> <p><i>“At quiet times (most of the day), traffic calming is not required as per the AT sponsored, Bike Auckland</i></p>	<p>The road is a shared space, and facilities for people on bikes need to be improved from what is currently in place.</p> <p>Following previous AT consultations, designs that removed a large amount of on-street parking were</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>produced, Auckland cycling routes that state Queen Street is a 'Route on Quieter roads, recommended by cyclists'.</i></p> <p><i>"I think just a gateway to slow at either end and be done with that, it could be a shared area like in town."</i></p> <p><i>"Queen Street in Northcote Point from Stafford Road to the ferry wharf is a low traffic environment that does not at this time justify the installation of traffic calming measures for the benefits and safety of cyclists."</i></p>	<p>discounted because of public concern about loss of parking.</p> <p>However, to provide safer and more appealing cycling facilities, a lower speed environment has to be created. For this reason, we have proposed speed calming treatments to reduce average speeds and improve safety for people on bikes. The changes will also make the road more appealing for people thinking about using a bike.</p> <p>Speed calming devices need to be spaced at reasonable intervals to achieve the desired speed calming result.</p>
12	Speed calming measures (speed limits)	Speed Calming Measures	<p><i>"Just reduce speed limit to 40kms on the street."</i></p> <p><i>"Don't need to spend money - just reduce speed limit to 40kmh and get police to spend 1 hr a month to get compliance."</i></p> <p><i>"If lower speeds are the aim, I am baffled as to why a lower speed limit is not an option."</i></p> <p><i>"Combined with 40km speed limit if required."</i></p>	<p>AT generally prefers physical measures to reduce vehicle speeds as they are self-enforcing, i.e. they don't require extra resources to enforce. Minor local roads with lower than 50km/h speeds are also unlikely to be a priority for the police, making self-enforcing designs more feasible.</p> <p>Additionally, to satisfy legislation regarding speed limits in this location, the average vehicle speed (excluding cyclists) must be no more than 35km/h. Speed surveys</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>"If you need to reduce the speed limit to 30km/hr, do it via legislation eg. Ponsonby Rd is 40km/hr. Don't have a speed limit then force design to reduce it."</i></p>	<p>show that the average speed along this road is 51km/h, meaning physical speed calming measures is required.</p> <p>Furthermore, a reduced speed limit would not necessarily be effective as the road environment is such that motorists would not be likely to slow down enough to improve the safety for people on bikes.</p>
13	Speed calming measures (speed cushions)	Speed Calming Measures	<p><i>"Believe the speed cushion is necessary to compliment the desired outcome of reducing vehicle speeds."</i></p> <p><i>"The bumps will slow the traffic and the one near the Bridgeway is particularly welcome."</i></p> <p><i>"A gateway and two speed cushions would slow traffic and not cause congestion."</i></p> <p><i>"Do not need 8 calming bumps at all and not in 800m stretch."</i></p> <p><i>"Speed cushions encourage racing between (increasing danger) them."</i></p>	<p>We understand concerns about the number of speed calming devices, however, they need to be spaced at 70m-90m apart (according to established guidelines) to successfully slow traffic over this distance, without unnecessarily hindering the flow of traffic.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>“Option 3 - no bump! Gateway 1 is dangerously close to a blind corner, cars travelling at 50kph along Queen St will come around the corner to be confronted with a "speed calming cushion" and narrowing of the road. I feel this could be very dangerous.”</i></p>	

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>“In Germany and other European countries, Sleeping Policemen (speed cushions) are being removed because they are more energy conscious. (Accelerating and braking 8 times within 200 m is not conserving fuel) and they cause huge damage to vehicle suspensions.”</i></p>	<p>Independent reviews, and internal AT research indicate that speed calming devices are effective at creating low speed environments.</p> <p>Vehicles traveling through the devices at higher than advised speeds could possibly damage their vehicle suspension, so we recommend motorists approach the devices at an appropriately reduced speed.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>“Speed bumps done would be preferable rather than a series of islands for locations 2-7.”</i></p> <p><i>“As per my comments on the other page, cushions to go across the road and not along.”</i></p> <p><i>“With the speed cushions going in the direction of travel, cars simply put one wheel each side of the cushion and are not forced to slow down as much as if the cushion was all the way across.”</i></p>	<p>Speed bumps were discounted because buses cannot drive over them easily and comfortably. The planted islands are necessary to create separated cycle bypasses and improve safety for people on bikes.</p> <p>Speed tables (devices that go across the road) need to follow specific design standards in terms of length, which means they do not suit this stretch of road. It will not be possible to place this type of speed calming device at the required intervals (between 70m-90m apart) without blocking a resident's driveway. Furthermore, buses cannot comfortably navigate speed tables.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
14	Parking	Parking	<p><i>"Auckland Transport continues to prioritise the use of public property for the free storage of private vehicles over the transport of people."</i></p> <p><i>"The loss of parking is not a big deal for the street as the residents say. I live on a street which has parking on one side only, and residents make do perfectly fine!"</i></p> <p><i>"Parking is already insufficient."</i></p> <p><i>"Has anyone thought how this is going to affect the residents? The residents are the rate payers - why take away their parking?"</i></p>	<p>We understand that on-street parking is important to residents and local businesses.</p> <p>Taking on board feedback received from our previous consultation in the area, on-road cycle lanes were discounted due to the large amount of on-street parking that would have been removed.</p> <p>AT carried out a parking occupancy survey, which showed that the impact of removing 12 on-street parking spaces to accommodate speed calming devices will be minimal. Please note, we will create 14 new parking spaces in Rodney Road to offset the 12 spaces removed.</p> <p>It is also important to balance the needs of local residents and businesses in terms of parking, with the needs of the wider public in terms of providing safe cycling facilities.</p>
15	Resident parking	Parking	<p><i>"It would help immensely if residents affected were given resident parking permits (2 per household) & some resident only parking was provided."</i></p>	<p>AT's Parking Strategy sets out the direction for the management of parking in Auckland. The residential parking policy recommends a move away from reserving parking solely for the use of residents. This is because on-street parking is a public asset and should be able to</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
				<p>be used by anyone. The ability to park outside a particular residence is a convenience, not a right.</p>
16	Environmental impacts	Impacts	<p><i>"[Speed Cushions] have negative environmental impacts in terms of exhaust emissions and noise."</i></p> <p><i>"Speed cushions are environmentally unsound, increase car/truck emissions and noise pollution from the speeding up and slowing down."</i></p>	<p>We recognise concerns about emissions and noise pollution. However, the distance between speed calming devices will not encourage cars to accelerate excessively before reaching the next device. To be effective, they need to be spaced between 70m and 90m apart.</p> <p>The impact on emissions is expected to be minimal, as a result of fairly consistent low speeds. If cycling is made more attractive, and more motorists decide to cycle instead of drive, emissions will also be lowered.</p>
17	Economic impacts	Impacts	<p><i>"Removal of parking will have a detrimental effect for... local businesses."</i></p> <p><i>"Huge impact on visitor parking for businesses...."</i></p>	<p>We understand that on-street parking is important to residents and local businesses.</p> <p>Taking on board feedback received from our previous consultation in the area, on-road cycle lanes were discounted due to the large amount of on-street parking that would have been removed.</p> <p>AT carried out a parking occupancy survey, which showed that the impact of removing 12 on-street parking spaces to accommodate speed calming devices will be</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
				<p>minimal. Please note, we will create 14 new parking spaces in Rodney Road to offset the 12 spaces removed.</p> <p>It is also important to balance the needs of local residents and businesses in terms of parking, with the needs of the wider public in terms of providing safe cycling facilities.</p>
18	Impact on local residents	Impacts	<p><i>“The removal of any car parking on Northcote Pt will be detrimental to residents especially with ANY increase of traffic due to SkyPath.”</i></p> <p><i>“This well-intentioned team tends to throw their weight behind any project with the work cycle in it without regard to the collateral damage to the local community.”</i></p> <p><i>“We will be directly affected by removal of car parks at location 1.”</i></p>	<p>We understand that on-street parking is important to residents and local businesses.</p> <p>Taking on board feedback received from our previous consultation in the area, on-road cycle lanes were discounted due to the large amount of on-street parking that would have been removed.</p> <p>AT carried out a parking occupancy survey, which showed that the impact of removing 12 on-street parking spaces to accommodate speed calming devices will be minimal. Please note, we will create 14 new parking spaces in Rodney Road to offset the 12 spaces removed.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
				<p>AT's Parking Strategy sets out the direction for the management of parking in Auckland. The residential parking policy recommends a move away from reserving parking solely for the use of residents. This is because on-street parking is a public asset and should be able to be used by anyone. The ability to park outside a particular residence is a convenience, not a right.</p> <p>Speed calming treatments need to be spaced at reasonable intervals (according to guidelines, 70m-90m apart) to achieve the desired speed calming result, without unnecessarily hindering the flow of traffic.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
19	Opposed to the project	Impacts	<p><i>"We currently have approximately 2 cyclists a day using our road, there is no need for a cycle lane and all the expense required for this to happen."</i></p> <p><i>"What a complete nonsense. Just like this so-called 'consultation'. AT will do what they are told to do by the cycle lobby like the lap-dogs they are."</i></p> <p><i>"Either stop it, or ensure that SkyPath joins up with SeaPath thereby eliminating any need for reducing the impact of cyclists being dumped into Northcote Point (this has been designed to minimise costs for the private venture at the risk of users of SkyPath and users of the roadways."</i></p> <p><i>"It angers me as a rate payer and annoys me as a resident that a couple of Bicycling Zealots who don't even live in the area can spend so much time and money on such unworkable drivel as you have presented. 116 houses with 1.8 cars per household bullied by a couple of cyclists in a No Exit street. You've got to be kidding!"</i></p> <p><i>"My taxes should not be used to subsidise home owners in this area with free parking on public property."</i></p>	<p>According to data from our transport counters, this section of Queen Street currently averages around 96 cycling trips per day.</p> <p>To keep Auckland moving, we need to give people more transport choices, such as the option to cycle.</p> <p>Taking on board feedback received from our previous consultation in the area, on-road cycle lanes were discounted due to the large amount of on-street parking that would have been removed.</p> <p>SeaPath and the Northcote Safe Cycle Route have different objectives, but they will complement each other in terms of creating safer cycling facilities in the area.</p> <p>The purpose of the Northcote Safe Cycle Route is to create cycling and walking links within the Northcote area; whereas SeaPath is a proposed walking and cycling path between Esmonde Road in Takapuna and Northcote Point</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<i>"It is appalling that AT is prioritizing parking for boats over the safety of vulnerable cyclists."</i>	

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>"I see that in the last day or so traffic and speed counting devices have been placed along Queen Street - you would think that this would have been done prior to them contemplating the works - in other words, AT do not care about consultation the project will go ahead despite what may or may not come out of this 'consultation'."</i></p>	<p>Traffic and speed surveys were done prior to the design phase of the project. These latest counters are part of a benefit realisation programme to determine baseline data for use when construction gets under way.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>"Link to Northcote Ferry not valid as Northcote wharf frequently closed by wind."</i></p>	<p>Creating a link to the Northcote Ferry Terminal is only one objective of this project. The main focus is to create an appealing and safer cycle route to encourage more local cycling trips.</p> <p>AT is looking at making the Northcote Ferry Terminal an all-weather terminal in the longer term, ensuring a more frequent flow of traffic.</p>
20	Separated cycleway	Separation	<p><i>"There must be physical separation between cyclists and vehicles."</i></p> <p><i>"AT need to scrap these watered down designs and go back to the original safe design with separated cycle lanes for this section."</i></p>	<p>AT proposed physically separated cycleways in 2014; however, this option was discounted due to local concerns about the loss of around 120 on-street parking spaces that would have been necessary if this option went ahead. Bi-directional cycleways were also considered, but were discounted for the same reason.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>“An alternative of building bi-directional protected cycleway on one side of Queen street.”</i></p> <p><i>“We have two footpaths - use on side for foot traffic and use the other side for bicycle traffic.”</i></p> <p><i>“The option of a separated cycleway has been discounted too quickly in the face of opposition of a few residents in the immediate area.”</i></p>	<p>We will maintain a footpath on each side of the road, as we do not want to inconvenience residents who elect to travel by foot.</p>
21	Increased traffic congestion	Traffic Congestion	<p><i>“At busy times it will slow down traffic flow, causing delays to commuters and more pollution.”</i></p> <p><i>“Too restrictive and unnecessary - will create impatience and back log of cars in an already tight space. This will cause risk and inconvenience.”</i></p>	<p>AT traffic surveys have shown that traffic volume along this road are reasonably low, meaning the likelihood of a large amount of congestion, and resulting delays are unlikely.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>"Reducing to one lane will cause major traffic jams which will contribute to possibly more accidents." [Option 2]</i></p> <p><i>"Queen St is a nightmare to negotiate under 2 lanes..." [Option 2]</i></p>	<p>We have decided to go with Option 1, which maintains two lanes, so the narrowing down to one lane will not be an issue.</p>
			<p><i>"If SkyPath does go ahead won't there be heavy traffic travelling up and down Queen St possibly damaging the proposed calming gateways?"</i></p>	<p>The intent of the Northcote Safe Cycle Route is to encourage local cycling and walking trips. The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond, and that the route should encourage these active modes. The objective is not to encourage driving to and from the facility.</p> <p>We do not expect an increase in traffic to have a significant impact on the speed calming devices in terms of damage.</p>
22	Comment(s) related to SkyPath	SkyPath	<p><i>"In any event, SkyPath lobbyists now understand the interdependence between SkyPath and SeaPath which is being actively promoted by all transport groups. Should SkyPath be built, transport agencies tell us that SeaPath will be built."</i></p>	<p>Creating a link to the Northcote Ferry Terminal is only one objective of this project. The main focus is to create an appealing and safer cycle route to encourage more local cycling trips.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>“As the main cycling route to major public transport connections such... SkyPath, this is a key piece of cycling infrastructure and I think it's crucial that it's treated that way.”</i></p> <p><i>“Although you disingenuously state that this proposal is independent of SkyPath, quite clearly this speed calming measure anticipates a large usage of the cycle way and therefore this proposal is intended to clear the way for SkyPath users.”</i></p> <p><i>“I'm looking forward to cycling to SkyPath with my grandchildren, but there's no way I'd do so if I'm forced onto the road with cars.”</i></p> <p><i>“Can we just make sure what is decided is an improvement for the community not an adhoc to SkyPath.”</i></p>	<p>This project is designed to improve travel options for the Northcote community. Increasing access and transport options to and from local schools, parks, shopping centres, transport hubs, and places of employment in the area is the main priority.</p> <p>The route will also be able to accommodate more people if SkyPath goes ahead.</p> <p>We are waiting for a formal decision on whether SkyPath will go ahead. The Environment Court has indicated that consent will be granted, which offers some certainty for the project, subject to refining of some conditions.</p>
23	Other aspects	Other	<p><i>“Having a lower km speed would be good especially with people leaving the tavern and sometimes the bridge workers speed down our road which is Princes street.”</i></p> <p><i>“This will give warning of slow speed area.”</i></p>	<p>Thank you for your comments. We agree that a lower speed environment will improve safety and transport options for the residents of Northcote.</p>

No.	Theme	Relating to	Illustrative quotes from feedback	AT Response
			<p><i>"Good to not lose more carparks."</i></p> <p><i>"Looks good too. Will certainly slow traffic."</i></p> <p><i>"I support the idea of a gateway at both ends & lower Queen."</i></p> <p><i>"Will hopefully encourage people to use bikes rather than drive."</i></p>	<p>One of the objectives of this project is to encourage more people to consider cycling as a viable transport option for local trips.</p>

8. Conclusion

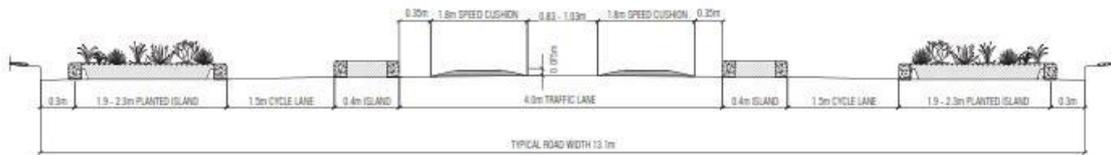
Based on the feedback received, Option 1 is the most preferred option. Construction of the route will commence in mid-to-late 2017.

We acknowledge the lack of general support for this option, as evidenced through the feedback. By reducing traffic speeds, whilst minimising the impact to on-street parking, we believe the chosen treatment for lower Queen Street provides a level of safety and service that is acceptable to the widest range of the community.

Appendix 1: Options for speed calming measures

Option 1 – Two lanes, two speed cushions

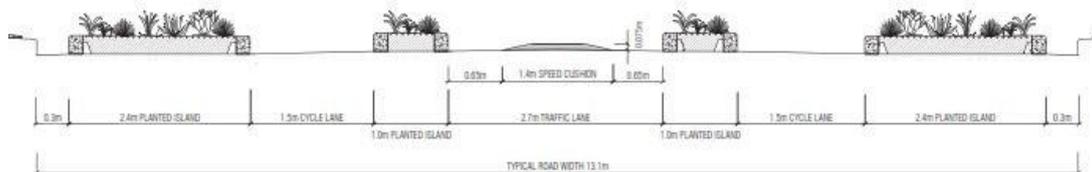
Speed Calming measure Option 1 lowers traffic speed by installing a raised speed cushion in each of the two traffic lanes. Raised islands on either side of the speed cushions create a small section of protected cycle bypass on both sides of the road.



Pros	Cons
Two-way traffic flow through the devices (one lane in each direction)	Narrower traffic lanes make it more difficult for large vehicles to navigate through the devices.
Reduces traffic speeds, but not as effectively as Option 2.	Wider speed cushions.
Planted islands create a greener environment (less planting than Options 2 and 3).	Two traffic lanes mean vehicles are likely to stay closer to the road edge. Between speed calming devices, this reduces separation from vehicles for people on bikes.
	Smaller side islands reduce space between people on bikes and parked cars. This increases the risk of opening doors into people on bikes.
	Narrower islands between the cycle bypass and the traffic lane: <ul style="list-style-type: none"> • creates less of a buffer from traffic for people on bikes • means the island cannot be planted
	Narrower cycle bypasses.

Option 2 – One lane, one speed cushion

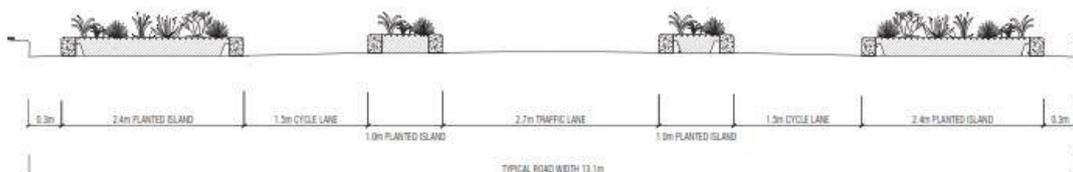
Speed Calming measure Option 2 lowers traffic speed by using planted islands to narrow the road down to a single lane with a speed cushion. The design also includes cycle bypasses.



Pros	Cons
The single traffic lane is wider than each of the two lanes in Option 1. This makes it easier to negotiate the devices for larger vehicles.	One-way traffic flow requires vehicles from opposing directions to give way to each other (there is no set priority as to who goes first).
More effective at reducing traffic speeds than Options 1 and 2.	
Narrower speed cushion is easier for vehicles to navigate.	
A single traffic lane directs vehicles towards the centre of the road. Between speed calming devices, this increases separation from vehicles for people on bikes.	
Planted islands create a greener environment.	
Larger side islands increase space between people on bikes and parked cars. This decreases the risk of opening doors into people on bikes.	
Wider islands between the cycle bypass and the traffic lane: <ul style="list-style-type: none"> creates a greater buffer from traffic for people on bikes. means the island can be planted. 	
Wider cycle bypasses.	

Option 3 – One lane, no speed cushion

Speed Calming measure Option 3 lowers traffic speeds by using planted islands to narrow the road down to a single lane. The design also includes cycle bypasses but does not include a speed cushion.



Pros	Cons
<p>The single traffic lane is wider than each of the two lanes in Option 1. This makes it easier to negotiate the devices for larger vehicles.</p>	<p>One-way traffic flow requires vehicles from opposing directions to give way to each other (there is no set priority as to who goes first).</p>
<p>A single traffic lane directs vehicles towards the centre of the road. Between speed calming devices, this increases separation from vehicles for people on bikes.</p>	<p>As there is no speed cushion, some vehicles may not slow down to desired speeds (30km/hr or lower) to pass through the speed calming device when there are no vehicles coming in the opposite direction.</p>
<p>Planted islands create a greener environment.</p>	
<p>Larger side islands increase space between people on bikes and parked cars. This decreases the risk of opening doors into people on bikes.</p>	
<p>Wider islands between the cycle bypass and the traffic lane:</p> <ul style="list-style-type: none"> • creates a greater buffer from traffic for people on bikes. • means the island can be planted. 	
<p>Wider cycle bypasses.</p>	

Appendix 2: Feedback form

Feedback form

Queen Street (Northcote) - Speed Calming Measures



You can also provide your feedback at www.at.govt.nz/northcotecycleroute
If you fill in this form please return it by **Midnight Sunday, 13 November 2016**

Locations 1 & 8 (Gateways)

Q1a Please rate your level of support for Gateway Design Option 1
(two lanes, two speed cushions)

Strongly support
 Support
 Neutral
 Oppose
 Strongly oppose

Q1b Do you have any other comments on the Gateway Design Option 1?

.....

.....

.....

.....

Q1c Please rate your level of support for Gateway Design Option 2
(one lane, one speed cushion)

Strongly support
 Support
 Neutral
 Oppose
 Strongly oppose

Q1d Do you have any other comments on Gateway Design Option 2?

.....

.....

.....

.....

PLEASE TURN OVER FOR FURTHER QUESTIONS

Privacy: Auckland Transport recognises privacy is an important matter. You can be assured any information you share with us will be treated with strict confidence, and will only be used for the purpose of this proposal.
Find out more: visit www.at.govt.nz/Haveyoursay





Locations 2 to 7

2a) Please rate your level of support for Design Option 1
(two lanes, two speed cushions)

Strongly support Support Neutral Oppose Strongly oppose

2b) Do you have any other comments on Design Option 1?

.....

.....

.....

.....

2c) Please rate your level of support for Design Option 2
(one lane, one speed cushion)

Strongly support Support Neutral Oppose Strongly oppose

2d) Do you have any other comments on Design Option 2?

.....

.....

.....

.....

2e) Please rate your level of support for Design Option 3
(one lane, no speed cushion)

Strongly support Support Neutral Oppose Strongly oppose

2f) Do you have any other comments on Design Option 3?

.....

.....

.....

.....

Personal information

Providing us your personal details is optional, however providing us with your postal or email address ensures that we can contact you with updates to the project.

Name

Business/organisation

Street address

Suburb

Post Code

Email

Phone

PRIVACY: AT is committed to protecting our customer's personal information.

What best describes your interest in this proposal? (PLEASE TICK ALL THAT APPLY)

- I own a residential property within the affected section of Queen Street
- I rent a residential property within the affected section of Queen Street
- I own a residential property nearby
- I rent a residential property nearby
- I run a business or own a commercial property nearby
- I work nearby
- I drive along the affected section of road
- I cycle along the affected section of road
- I walk along the affected section of road
- Other (please state)

What best describes your cycling habits?

(PLEASE TICK ALL THAT APPLY)

- I cycle regularly
- I cycle occasionally
- I may cycle or cycle more often if cycling facilities were improved
- I would never cycle

How did you hear about this project?

(PLEASE TICK ALL THAT APPLY)

- Information posted to me
- AT website
- Neighbourly
- Local Board Facebook page
- Other (please state)

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FreePost Authority No. 233462



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